PALMETTO AVIATION

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Commissioner Edwin Pearlstine honored

Outstanding contributions as chairman cited

Commissioner Edwin S. Pearlstine, Jr. was honored recently for his outstanding contributions to aviation as chairman of the South Carolina Aeronautics Commission.

A luncheon honoring Pearlstine, a Charleston beer distributor, was held at the Capitol City Club in Columbia on February 16, where he received a legislative resolution commending his actions as chairman of the state Aeronautics Commission from September 1986 to June 1989.

Senator Jim Waddell, a long time supporter of aviation, read the resolution as Chairman Jim Hamilton presented it to the jubilant Pearlstine.

Chairman Jim Hamilton (l) and Sen. Jim Waddell (r) present Commissioner Pearlstine a resolution for his outstanding service to aviation.

The resolution highlighted Pearlstine's accomplishments such as a statewide heliport system, upgrading the state's fleet of aircraft, and other legislative actions which improve safety and increase the state's economic development.

When Commissioner Pearlstine served as chairman, the commission approved more than $3.5 million in capital improvement bond grants to airports for various

See Page 6, Pearlstine

SCAC Seeking Minorities for Employment

The South Carolina Aeronautics Commission is actively seeking minorities for aviation-related positions in a state government setting.

Any minority interested in a career goal in aviation mechanics, airport planning and development, airport engineering, flight dispatcher or aircraft pilot, should contact the commission for an application. Applicants should possess the necessary skills for each position, since on-the-job training is not guaranteed.

If you are interested in pursuing a career in aviation, please call 1-800-922-0574 and request an application. Qualifications for each position, including skills and education necessary, are available at the state Human Resources Management, 2221 Devine St., Columbia, SC 29205, and the Aeronautics Commission, P.O. Box 280068, Columbia, SC 29228.

The Aeronautics Commission feels a strong commitment to minority hiring practices, and is making every effort to insure that minorities have access to employment information.

The Aeronautics Commission's Affirmative Action plan has made significant progress in its implementation and has been approved by the state Human Affairs Commission.

PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.
The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

Calling For the Weather? Dial 1-800-WX-Brief

Have you tried calling Charleston for your flight plan? Don't do it. The Charleston weather service closed January 28, 1990.

"If you don't talk to us, you don't fly," said Skeeter Gaston of the Anderson Flight Service Station. "We're it for South Carolina now that Charleston is closed. Anytime you want the weather you call us."

Please call 1-800-WX-Brief (same as 1-800-992-7433) or if you need IFR clearance only call 1-800-621-5236.

'Tips from Top Guns' improve your flying

Although thousands of booklets, pamphlets and advisories are published by the FAA each year, none is as easy to read or more informative than one new publication.

"How to instantly improve you flying: Tips from Top Guns" is published by the FAA's Office of Safety.

The booklet gives basic instruction on improving your flying. One aspect that is stressed is how a pilot can better his skills by being more observant and aware of what the pilots around him are doing.

The booklet stresses complete pre-flight checks where no corners are cut or assumptions are made.

The publication is very readable since most of the information quotes the best pilots around.

The booklet concludes with a pre-flight check list designed to help the pilot realize what they should be aware of and, what things, such as complacency, should be left at home.

For your copy, please call your local FAA Flight Standards District Office.

AOPA Handbook Ready and Waiting

March seems to the month for new publications, and AOPA has not disappointed us.

The new AOPA's Aviation USA is now available. This book combines two previous books which you may be familiar with, AOPA's Airports USA and AOPA's Handbook for Pilots.

The 1990 edition has more than 800 pages covering hundreds of topics, including listings of landing facilities, and a pilot's source book section containing federal aviation regulations.

AOPA's Aviation USA also has a number of new items, including a complete list of abbreviations and contractions used by the FAA, telephone numbers for air traffic control towers, and a sunset-sunrise table.

For the first time, the book will include the Avionics Directory and Buyers Guide and Aircraft Performers Briefs. The 1990 edition is available at a cost of $24.95 for AOPA non-members.

AOPA members who request the books will receive one free copy and can purchase additional books at $12.50 each.

The book can be ordered by contacting AOPA, 421 Aviation Way, Frederick, Maryland, 21701, or by calling (301) 695-2000.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. **Mailing Address:** Post Office Drawer 280068, Columbia, South Carolina, 29228. **Phone:** (803) 822-5400, or 1-800-922-0574.

Public Meetings Slated for Airspace Over Savannah River Site

The Department of Transportation has proposed recently that the areas over Department of Energy Nuclear Facilities be restricted, according to a notice of proposed rules in the Federal Register.

The February 13, Federal Register announced a number of public meetings regarding the establishment or modification of prohibited airspace areas for security and safety purposes at nine DOE nuclear weapon facilities, one of which is the Savannah River Site.

The public meetings in our area scheduled are — March 15, Columbus, OH; March 20, Oak Ridge, TN; and March 21, Augusta, GA.

The March 21 meeting in Augusta will be held at the Landmark Hotel, 640 Broad St., Augusta at 7:30 p.m.

According to the notice, the meetings will be informal and will be conducted jointly by the FAA and DOE. Each participant will be given an opportunity to make a presentation. Anyone who wants to present a position paper to the panel regarding this topic can do so. In addition, anyone who wants to handout pertinent position papers to the attendees should present three copies to the panel.

The DOE has requested the FAA to establish or modify prohibited airspace over nine nuclear weapons facilities for security and safety reasons.

The proposed prohibited airspace would reduce the amount of over flights around DOE facilities, thus providing the DOE security forces increased response time to identify an aircraft as either an intentional or accidental intruder, as well as enhancing safety to aircraft, DOE facilities and personnel through avoidance of accidents resulting from over flights.

According to the notice, the proposed prohibited airspace would set altitude surface to 10,300 MSL at the Savannah River Site.

Economic Impact Study Needs Your Survey--NOW

An economic impact study of South Carolina is underway and it needs your help.

The study which gauges the economic importance of aviation and aviation related industry to South Carolina is being conducted by Wilbur Smith Associates for the Aeronautics Commission.

Many of you have been mailed a survey form from Wilbur Smith Associates asking for information about your airport.

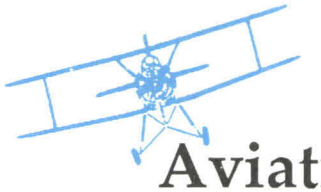
An engineer with Wilbur Smith said that about 50 percent of these surveys have been returned. But that means that 50 percent are still incomplete. The three-page survey should take about 15 minutes to answer, according to an engineer with WSA.

Please be aware of the urgent need to get the data back from all key contacts to WSA.

If you have passed the survey on to someone else, follow-up so your survey will be counted. Remember every airport survey is important so the most accurate data can be obtained.

After the surveys are tallied, each airport will be visited by a staff member of WSA to obtain information on the airport itself.

If you have lost your survey, don't worry. Just call Mark Counts, aviation planner Wilbur Smith Associates, at 738-0580.



Aviation Calendar

March 18
Breakfast Club
Huggins Field
Timmonsville, SC

April 1
Breakfast Club
Aiken County Airport

April 7
Open House
Thunderbirds
Charleston AFB
N. Charleston, SC

April 7-8
Blue Angels
MCAS Beaufort
Beaufort, SC

April 8-14
Annual Sun 'N Fun
EAA Fly-In
LakeLand, FL
(813) 644-2431

April 15
Easter Sunday
Breakfast Club
Open Date

April 29
Breakfast Club
Thomson McDuffie, GA

May 4-6
May-Fly '90
Florence Regional
Florence, SC

May 6
Breakfast Club
Florence Regional Airport

May 6
Jefferson County's
Third Annual Fly-in
Louisville Airport, GA

May 20
Breakfast Club
Laurens County Airport

Greenville Tech's Aircraft Maintenance Program:

Flying an aircraft is one thing, but repairing an aircraft is quite another thing all together.

Aircraft maintenance was once taught at the side of an experienced mechanic, but as the world becomes more technology oriented, so does the field of aircraft maintenance.

Today, five schools in South Carolina have two-year associate degree programs which bring a student from day one to earning his Airframe and Power Plant rating from the FAA.

This means that no matter where you're located in the state, you're near enough to earn your A&P rating.

Schools are located at Trident Tech, Florence-Darlington Tech, Greenville Tech, Bob Jones University and North American Institute of Aviation in Myrtle Beach.

Most technical colleges have about the same curriculum, however, what differs is their involvement with the aviation community.

One technical college which excels in getting their message to the aviation community is Greenville Tech.

Greenville Tech's Aircraft Maintenance Technology program is actually located at Donaldson Center.

Their first graduating class boasted 100 percent placement into aviation aircraft maintenance positions.

Greenville's students have an opportunity to learn either during daytime classes or during evening sessions, with day students taking about two years to complete course work and evening students taking about two and a half years.

What sets this program off from others is the cooperation from industries and businesses which employ aircraft technicians, especially Lockheed Aeromod, which is located at Donaldson Center, too.

At a recent advisory meeting, Matthew Hodnett of Lockheed Aeromod presided over an enthusiastic group of aviators intent on establishing a scholarship fund for the school.

The scholarship is designed to assist students in the aircraft maintenance program financially and is named for Lockheed Aeromod in appreciation of their initial funding.

When graduates have completed their degree at Greenville, they will be FAA certified Airframe and Power Plant mechanics able to perform maintenance, inspections, repairs and servicing requirements on reciprocation and jet engine powered aircraft and helicopters.

Graduates of aircraft maintenance programs are in high demand, especially professionally trained A and P mechanics which can earn as much as $26,000 a year.

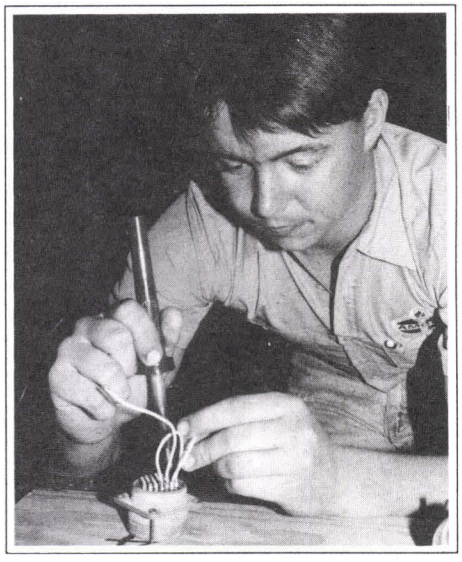
Students enrolled in the program are required to take such courses as Basic Electricity, Aircraft Drawings, Fuel Systems, Engine Inspections and Propellers and Components.

Doyle Arnold, Aircraft Maintenance Department Head, admitted that these graduates have very little difficulty in finding jobs, "Our students in our first graduating class had 100 percent placement."

He also said many students choose to work during the day while going to school at night. Arnold added that because Greenville Tech is so involved with the aircraft industries in the area, their students are in high demand.

"Three quarter's of our first graduating class went to Lockheed

Left, Matthew Hodnett of Lockheed Aeromod and Doyle Arnold of Greenvile Tech discuss important issues with area business leaders



Practical experience (above) is just one of the ways students are taught soldering techniques at the aircraft maintenance school.

Setting the Pace for the Best

Admissions Requirements

- High School graduate or equivalent (GED).
- Minimum 10th grade level in both reading and math portions of Test of Adult Basic Educaition (TABE).
- Minimum mechanical aptitude score of 50 on the Armed Services Vocational Aptitude Battery Test (ASVAB), or meet the trade requirements of a similar mechanical aptitude test instrument if use in lieu of ASVAB.
- No physical or mental disabilities that would endanger themselves or others, (i.e. fainting, seizures, dizziness, loss of hearing, etc..)
- Pre-admission interview with the AMT department head or a designated representative.
- Applicants who have completed a military technical training program in a mechanical career field are exempt from taking a mechanical aptitude test. This training must be listed on their military record.

Center. Some went to Eagle Aviation and one is an instructor with our school now," said Arnold.

As for enrollment, Arnold said 90 students attended classes this quarter, with about 25 students attending evening class schedules.

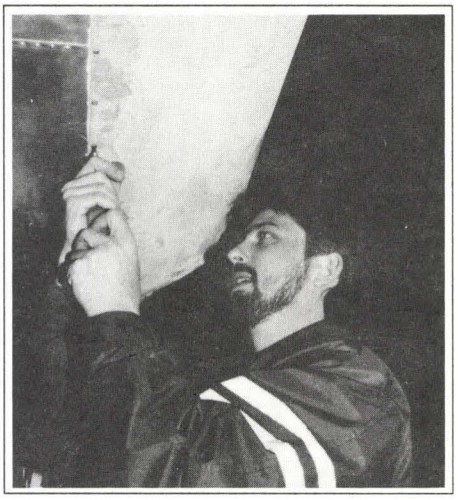
One tactic which garners bright students into the courses is high school shadowing. Between six and 13 students go to Greenville Tech's program and get some hands-on experience and a feel for what the program is like.

As for a high school program, Foothills Career Center in the Greenville area has proposed to hold an aircraft maintenance class at the vocational center in the near future. This will allow more students to become active in aircraft maintenance and, perhaps, enroll in more difficult classes at a technical college.

The support of the aviation industry is evident in the donations that have come from all over the state. Not only has Stevens Aviation and Corner Stone given damaged aircraft parts to the school but so has Lockheed and various other entities.

Donations are a major part of the learning experience at Greenville Tech and without them, many aircraft repairs would be taught only in theory. All aircraft maintenance schools need used or broken aircraft or aircraft parts so students can practice their repair skills.

With so much support in the upstate from businesses, fixed based operators, airports, airport managers and aviation officials, Greenville Tech's Aircraft Maintenance program proves that they are indeed setting the pace for the best.



All facets of aircraft repair are taught as part of the two-year degree program. Above, this student repairs a wing of a donated aircraft.

Students learn a variety of skills needed to complete their FAA Airframe and Power Plant licenses. Above, Pat Jarden, an instructor, teaches a pupil trouble-shooting skills. At left, Jarden shows students the finer techniques of sewing fabric to an aircraft wing.

Commissioner Pearlstine honored

Continued from Page 1

Rep. Olin Phillips (l) reads Pearlstine a plaque from the House of Representatives while Chairman Hamilton (r) looks on.

Pearlstine's family was on hand to celebrate his achievements. Pictured from left are his wife Barbara, Pearlstine, his daughter Susan, and his son-in-law, Bruce Foster.

engineering projects, including Columbia Metropolitan Airport's runway expansion, a major expansion and renovation of Charleston International Airport with a new terminal building and a new terminal building at Beaufort County Airport.

Also, while chairman, the FAA approved funding for projects totalling over $42 million for airport improvement projects. During his tenure, two new airports were established in the First Congressional District — East Cooper Airport in Moncks Corner and the Dorchester Airport in Summerville.

The Aeronautics Commission presented Pearlstine a bronze plaque naming the conference room for him, and Rep. Olin Phillips, ex-officio member of Aeronautics, also presented Pearlstine with a plaque commending his outstanding service to South Carolina with a special thanks from the House of Representatives.

He's Young at Heart When It Comes to Flying

For people like Ed Young, flying isn't just a fun pastime, it's an exciting way to be on top of things and stay active.

Young, a farmer, real estate developer and sometime politician is like many people who learned to fly during WWII.

He went through his flight training and then started flying P-38's, P-39's and P-40's. He flew 195 combat missions in the South Pacific and received the Distinguish Flying Cross, and nine Oak Leaf Clusters.

"After I came back from the war," Young said, "I went to work as a farmer. I had all these medals, was ranked as a major and I didn't have enough money to buy anything, much less an airplane... a big war hero cleaning out gutters and cleaning up after cows was a real mental adjustment."

He developed land for motels, and has a Day's Inn at I-95, Young's Plantation Inn and a Day's Inn at Surfside Beach.

He admitted that he put flying on the back burner until something struck a cord with him.

"I was on the advisory board for the Day's Inns and this fella would come get me in his plane," he said. Soon Young was caught up in flying again. But this time, he bought an airplane — a Cessna 152. "I've already sold it and bought a 182."

However, flying is not the only thing that Young has stopped and started again — politics is the other. He was once a congressman for the Sixth District beating John Jenrette in 1972. He is currently running for the House of Representatives Dist. 63 following Malloy McEachin who served for 12 years.

Young feels that the Florence Regional Airport is "something that can make money..passenger money, fuel money,...all of these make money to pay for the airport that's why an Authority is so important."

Young has big plans for Florence. But it's just because his love of politics, farming, real estate and aviation have just now melded together completely.

FYI From the FAA

Hard Facts on Soft Landings

Each year between one-third and one-half of all general aviation accidents occur during approach and landing. Many of these accidents could be prevented by improving pilot skills and techniques, which in most cases means changing a few old habits. This information is a discussion of landing accidents causes and prevention. Some of the primary causes of landing accidents are:

a. High speed approaches and touchdowns which results in "wheelbarrowing" and/or loss of directional control.

b.High speed approach and touchdown resulting in overrun of the runway.

c. Delayed touchdown or landing.

d. Failure to extend the landing gear before landing.

e. Retracting the gear on rollout.

f. Loss of directional control.

g. Striking obstructions around the landing area; i.e., wires, trees, snow drifts, crops, etc.

A Few Facts About Flaps

Flaps are used to vary the lift and drag characteristics of the wing. Flap extension during landings provides several advantages by:

a. Producing greater lift and allowing lower landing speed.

b. Producing greater drag, permitting a steep glide angle without airspeed increase.

c. Reducing the landing roll.

The slower landing speed and ground roll results in less wear on the brakes and tires, and yet permits effective directional control of the airplane.

If a swerve occurs during a high speed landing roll, the centrifugal forces or sideloads imposed on the landing gear can exceed the aircraft design limits and result in structural failure. Considering the safety and economic benefits , pilots should use the maximum practical flap setting for each landing. Slower landing speeds reduce the probability of excessive stresses due to sideloads. Considering the advantages of slower touchdown speed, shorter landing roll, less wear and tear on brakes and tires, less strain on the landing gear components and aircraft structure and most of all—easier directional control, then why not make full flap landing whenever practical.

"Each year between one-third and one-half of all general aviation accidents occur during approach and landing."

Flaps and Crosswinds

The use of flaps during crosswind landing is a subject often misunderstood. Some confusion results from the different statements found in the Aircraft Owner's Manuals, Pilot's Operating Handbooks, Airplane Flight Manuals and other publications. One manfacturer may recommend the use of half flaps in crosswind situations, while another may recommend "a minimum" flap setting for the crosswind landing in consideration of the field length.

The rules governing airplane design require that an airplane must be controllable in a 90 degree crosswind with a velocity of 0.2 Vso (ref. FAR Part 23.233). Vso is defined as the stall speed in the landing configuration; i.e., if Vso is 50 knots, 50 x 0.2=10K. In this example, the airplane must be controllable in a 10K, 90 degree crosswind. Only you know your capability as a pilot, and under crosswind conditions as in other situations, you must allow a margin of safety. If information is not available, you can estimate the crosswind capabilities of an airplane while on final approach. With flaps at the desired setting, establish the slip-type crosswind correction. If you are unable to maintain a runway centerline track with the fuselage aligned with the runway, then you do not have enough control to cope with the crosswind at the lower airspeed which will be involvedin a landing roll.

"The use of flaps during crosswind landing...is often misunderstood."

Therefore, discontinue the approach. Don't risk operating in conditions exeeding your own capabilities. It is better to look for a runway with a more favorable wind condition than to risk damaging your aircraft. While variation in approach speed or flap setting may permit a controlled touchdown in strong crosswind conditions, keep in mind that directional control effectiveness is reduced after landing. Also, if the airplane is forced onto the ground at high speed, "wheelbarrowing" (rolling on the nosewheel only) may lead to directional control problems and/or structural damage.

This information was obtained from "Hard Facts About Soft Landings"part of the FAA's Accident Prevention Program Series.

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This Month. . .

Inside Palmetto Aviation

Fly with the Best -- Palmetto One

Transportation of state officials is just one mission of the Aeronautics Commission. Occaisionally, SCAC is fortunate enough to transport a dignitary to the state.

At left, James Brady, former press secretary to President Reagan, was flown to Columbia via Palmetto One and greeted by former Governor James Edwards.

At right, SCAC's chief pilot Walter Johnson and Brady display their smiles for the camera. Brady was in Columbia for a speech to the state's Vocational Rehabilitation Department.